

AG cont. of the brake pedal shaft 13 so that it cannot be depressed. In this position, after being locking into place by pin 26, the brake pedal shaft cannot be depressed.

Replace the paragraph beginning at column 4, line 27 with the following:

AG The operation of the present invention is now described with reference to the enclosed Figures and most particularly FIGS. 3 and 4. The driver or operator desiring to utilize the device 10 will unlock the device and lower the pin 26 all the way down to the base 12. The base 12 will then be placed on the [floor board] floorboard 35 under the brake pedal 36 and shaft 13. The brake pedal shaft 13 will then extend through the opening 20 in the U-shaped housing and into the slot 22 with the base positioned squarely on the [floor board] floorboard of the vehicle. The operator will then pull up the handle 34 (Arrow B) thus raising the locking pin 26 upward into the slot 22 and securing the brake [base] pedal shaft 13 at its bottom in an upward position. The vehicle operator will then lock the device in this position using the lock mechanism such that the brake pedal 36 cannot be depressed, thereby disabling the operation of the engine and vehicle.

In the Claims:

Please amend claims 1, 4 and 7 as follows:

- AG Sub 1
1. (Amended) A device for locking [the brake] a control pedal and control pedal shaft of a vehicle, [and preventing the theft of] said [vehicle] device comprising:
a base member for a placement on [the] a floorboard of [said] the vehicle beneath
[a brake] a control pedal and [a brake] control pedal shaft;

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C1

a U-shaped housing extending downward and having a first arm attached to [the] said base and having a second shorter arm defining a gap for receipt of the [brake] control pedal shaft, said [space] gap between [the] said first and second arms defining a slot for receiving the [brake] control pedal shaft and permitting [the] full extension of [said] the [brake] control pedal shaft upward through said slot; and

a locking mechanism associated with [the] said first arm for locking [the] an underside of the pedal shaft within [the] said slot such that the [brake] control pedal cannot be depressed.

Sub C2

4. (Amended) A device for locking [the brake] a control pedal and a control pedal shaft of a vehicle, [and preventing the theft of] said [vehicle] device comprising:

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a base member for placement on [the] a floorboard of [said] the vehicle beneath the [a brake] pedal and [brake] pedal shaft;

a metallic U-shaped housing extending downward and having a first arm attached to [the] said base and having a second shorter arm defining an opening for receiving the [brake] pedal shaft, said [space] opening between [the] said first and second arms defining a slot for receiving the [brake] pedal shaft and permitting [the] full extension of [said brake] the pedal shaft both upward and downward through said slot, said first arm having a cylindrical opening therethrough;

a rod extending through said cylindrical opening and being slidable [therewith] therein, said rod having a pin which catches [the] an underside of [said brake] the pedal shaft within [the] said slot and pulls the [brake] pedal shaft upward in a decompressed position; and

89 cont. C2
a locking mechanism for locking [the] a position of [the] said rod and pin with
respect to said housing such that the [brake or clutch] pedal cannot be depressed.

Sub C3
7. (Amended) A device for locking [the brake] a control pedal and control pedal
shaft of a vehicle, [and preventing the theft of] said [vehicle] device comprising:

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a base member for a placement on [the] a floorboard of the vehicle beneath [a] the
[brake] pedal and [brake] pedal shaft;

a stainless steel U-shaped housing extending downward and having a first arm
attached to [the] said base and having a second shorter arm defining an opening for
receiving the [brake] pedal shaft, said [space] opening between [the] said first and second
arms defining a slot for receiving the [brake] pedal shaft and permitting [the] full
extension of [said] the [brake] pedal shaft both upward and downward through said slot,
said first arm having a cylindrical opening extending therethrough [and collinearly with
said slot];

a serrated rod extending through said cylindrical opening and being slidable
therein [therewith], said rod having a pin at a first end for catching [the] an underside of
[said brake] the pedal shaft within [the] said slot and a handle at a second end for pulling
the [brake] pedal shaft upward in a decompressed position; and

a locking mechanism adapted to lock [the] said serrated rod and pin with respect
to said housing [in position] such that the [brake] pedal cannot be depressed.

[Please add claims 8 and 9 as follows:]

8. An anti-theft device for locking a control pedal of a vehicle, said device comprising:

a base for placement on a floor of the vehicle beneath a control pedal and a control pedal shaft;

a housing secured to and extending upwardly from said base;

a locking member movable with respect to said housing from a first position proximate to said base and spaced from the pedal and pedal shaft to a second position spaced from said base and engaging an undersurface of at least one of the pedal and the pedal shaft; and

a locking mechanism for locking said locking member in the second position to thereby prevent the pedal from being operatively depressed.

9. An anti-theft device for locking a control pedal with respect to a floorboard of a vehicle, the device comprising:

a base member for a placement on the floorboard of the vehicle;

a first arm connected to said base member;

a second arm spaced from and extending generally parallel to said first arm to form an elongate slot between said first and second arms, said slot being sized to receive a shaft of the control pedal and permitting a full extension of the control pedal shaft through said slot; and